WASHINGTON, TUESDAY, OCTOBER 1, 1901.

## SHAMROCK II IN THE LEAD

No Prospect of the Second Cup Race Being Finished.

After an Exciting Start the Wind Fails and the Yachts Have a Drifting Match-Columbia Ahead During Greater Portion of the Time. Both Skippers Use Every Effort to Take Advantage of Odd Breezes.

HIGHLANDS, N. J., Oct. 1 (3 p. m.)-There is no prospect of the second international yacht race between the Columbia and the Shamrock II being finished within the time limit.

A sudden puff of wind at 2:20 sent th Shamrock several lengths ahead.

The boats have nearly twenty miles to go to finish the race, and there seems to | Columbia set a large fib topsail at 1:40 be no possibility of their finishing within

the time limit of five hours and a half. Shamrock turned the first mark at 2:41:40, with Columbia well astern.

SANDY HOOK, N. J., Oct. 1 .- Shortly after II o'clock this morning the defender Columbia and the challenger Shamrock H started in the second of the series of yacht races which is to determine the winner of the international trophy, the

After the yachts had reached the starting point, the committee boat set signals her own, if not closing the gap.

The first leg due east, a beat; the second south-southwest, one-half west, a broad

heel. By the time the preparatory gun today's contest. was fired, they scarcely had steerage way, the flags on the committee boat barely being lifted out from the mast. In order to facilitate her maneuvring, the Shamrock broke out her baby jib top- lorman's appetite. sail, as did the Columbia. The yachts spent more than seven minutes after the preparatory signal was fired in following each other in circles about the commit-

After the warning gun was fired, there was some smart jockeying for the windward position. Captain Sycamore kept close to the judges' boat, while Captain

by wireless telegraph, was:

Columbia, 11.00.10. Shamrock, 11.00:22

Both yachts stood over toward the Long Island shore on the starboard tack. Shamrock outfooted her rival at the start. but the American boat was pointing right up into the eye of the wind and widening the breach between the two yachts by getting more to windward every minute. The British boat was kept well off and point nearly so high as the Columbia in the light air. Immediately after the start the wind had dropped away.

The yachts moved very slowly. The this morning. Shamrock sagged to leeward much mo. 2 than the Columbia. The British flyer about on the port tack at 11:13 and it took her considerable time, showing the lightness of the breeze. The Columbia shows the lightness of the breeze. she was much quicker in stays than her gival. It was now seen how much Captain Barr had gained to windward in the first tack. He had his boat well to windward and also ahead.

On this port tack Shamrock got a trifle the better of some of the fluky wind and began to close up the gap on the tug, the Lawrence, was in the harbor of Columbia. However, her sails did not fill the Hook all morning and she lay alongwell, when Sycamore pressed her up into the wind. At 11:33 she were about on the starboard tack again, followed immediately by the American yacht.

Advantage With Columbia.

She was much quicker in stays again. After taking a short hitch, the Shamrock wore about on the port tack. Barr did not turn the Columbia's nose about until two minutes afterward and then it was seen that the American boat was both ahead and to windward.

After going about Shamrock had th advantage of a puff of wind and began to pull up somewhat on her rival, while the Columbia's sails could not fill. It was a very slow race, and at the rate of speed would be able to finish. The wind was very light.

The yachts at noon were about two miles to windward of the lightship. After an hour's sailing and after three tacks the boats had not covered more than one third of the first leg. It was said that unless the wind picked up the yachts would not finish the first leg before 1:39 or 2 o'clock, and, even with reaches and ibly a run, it would be impossible to finish the other two legs before 4:30 unless an unexpected breeze should spring up.

Tachts Almost Becalmed. At 12:11 both boats were on the port tack and almost becalmed, although the went on the starboard tack at 12:13,

Shamrock holding to the port tack. At 12:21:10 the defender took the port tack, the wind growing lighter, and increased her lead. At 12:25 the race had practically become a drifting match, as both yachts were almost becalmed. Only three and one-half miles of the course had been covered at 12:40, and the yachtsmen were becoming disheartened, as it looked like no race.

Five minutes later hope was revived by a slight increase in the wind, both boats going to the starboard tack. At 12:58 the yachts were still on starboard tack,

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nding east, and Shamrock at this time emed to be outpointing Columbia. The wind was east and slightly better

ad to the windward. Shortly after 1 o'clock Colu d to be about a third of a mile ahead it it was still a drifting match. Both

1:30, when she seemed to have a slight lead over the defender. By 1:37 the greet yacht was pulling away from Columbi

and Shamrock followed suit at 1:42. At 1:52 the challenger was four lengths ahead were two miles away from the first mark.

Making for the Stake. ahead and to have the windward berth. Both boats were making for the first

The Shamrock II and the Columbia, like two fine thoroughbreds ready for a battle of it. But he got across just a moment reach on the port tack; and the third north-northwest, one-half west, a close fetch to the finish on the starboard tack.

It was the third all their points again early this morning before the race. The crew of the fetch to the finish on the starboard tack.

It was the thoroughoreds ready for a battle of it. But he got across just a moment too soon and, being recalled, had to fall off before the wind, back behind the line, and then luff up into his course again. This lost him what he had gained and Just before the start the wind had become so light that the rival yachts stood up almost like churches, there being scarcely enough breeze to give them any beal By the lime the proportions of the big struggle. Almost a score of men were kept at work on the new and lighter mainsail which Captain Sycamore uses in this fost him what he had gained and the lead to the American boat.

Shamrock had crossed the line to wind as the first witness since the Court because of the big struggle. Almost a score of men were kept at work on the new and lighter mainsail which Captain Sycamore uses in this fost him what he had gained and to the American boat.

Shamrock had crossed the line to wind as printed without any corrections ward on the starboard tack, just as though she were starting for the race.

Admiral Evans Makes Denials.

It was a fine, clear day, with not a cloud in the sky, though a haze which the sun ate away slowly lay over the horizon during the early part of the morning. A smart northeasterly breeze blew when the yachtsmen began to appear on the Erin and E. D. Morgan's houseboat about 8 o'clock. The wind was hustling along at full ten miles an hour, though the ocean, blown out flat by yesterday's breeze, lay very smooth. If the wind mould easily the yesterman a to collide but Cantain Sycamore, heading

boat swarmed about her, however, and everyone was as hard at work as he could be. From sunrise Sir Thomas Lipton's private signal flag had floated from the tip of the Shamrock's topmast, and it had probably blown out there all night, kept up safely by the tangled halyards. Shortly before 8 o'clock, when colors blossomed out on Sir Thomas' whole fleet, a man went aloft on the Shamrock's topmast tip and worked on the flag halyards for some time. Shamrock's spinnaker boom was also hoisted, and then lowered to the deck and a sailor went over every inch of it to detect any sight break or warp.

In addition to Sir Thomas' fleet and the Columbia's tender only two small steam yachts and two schooners were at anchor in the windward berth. At least it looked that way, but to the enthusiasm of everyone, Captain Earr brought his boat up into the wind the moment he had crossed Shamrock's bows on the port tack and on the starboard tack set about to cross them again.

The maneuvre would have been perfect if the starting signal had blown, but, unlackly, it was a bit too soon and the golden yacht was just working across Columbia's bows and into the windward berth when she crossed the line and the tree-whistle recall signal was blown.

Columbia was just far enough to lee-ward of the line to be saved by the "skin of her teeth." Shamrock had to fall away toward the lightship and to windward then luff up across the line and into her

passed the Hook bound out to sea for Liverpool about 8:30 o'clock. The passenbia also were about a minute later and they lay at anchor. The Servia signaled nd wigwagged to Sir Thomas: "We wish

> Shortly after \$:30 the Columbia's tow ug. Wallace B. Filint, steamed up from he city and in a short time the Columbia ad her tow line ready. The Shamrock's side of the tender Porto Rico until it was time for the Shamrock to take tow.

Off for the Starting Point.

The two racers took their tows earlier than usual. The Flint picked up the Coumbia and started out with her at 8:50 but that time was required to close affairs and four minutes later the challenger dipped her moorings and followed the Columbia in tow of the tug Lawrence. As since his promotion to the rank of real ambia in tow of the tog is to the Shamrock admiral.

soon as she got out to sea, the Shamrock admiral.

The formal order announcing the new mainsail. Yachtsmen soon as she got out to sea, the Shamrock raised her new mainsail. Yachtsmen watched the new sail being raised with the greatest interest. It appeared to set flat and without a wrinkle, but it was difficult to pass judgment on it before the canvas filled out and the yacht got. The order announces that Rear Admiral of the yard upon the latter's promotion.

By this time the wind appeard to have diminished in force appreciably and clouds were gathering out to sea, turning the ocean into a patch-quilt of alternate silver and grey. The vanguard of the excursion fleet could be seen coming up from the direction of the Narrows toward 9:30 o'clock. Later, the revenue cutters ap peared, keeping well together and heade for the starting mark, with a long line of craft of all sorts steaming along behind them. The usual big excursion vessels and long, slim yachts made their appear ance, but there were more craft of small r size in the observation fleet than usual.

The sea lay calm enough for rowboats oventure out, and the most timid ex irsionist found his scalegs without diffi-Columbia maintained her lead. Columbia wind critically, and declared that the dy- H. Syme stated to the court that he was ng breeze brooded no good for a contest

The Erin weighed anchor at 9:30, but cafed about inside the Hook, waiting for proper, ome laggards to come aboard for some time before she started leisurely out to ward the lightship. Meanwhile, the com mittee tug steamed out past the Hook, and puffed a way toward the starting line. The Col<sup>-</sup>mbia's mainsail was not raised

intil she got close to the lightship at clock. Eight minutes later the Shan ock set her club topsail and the defer eachts reached the starting line far in dvance of the observation fleet, which ras still strung out back as far as the Sarrows. About the only craft to arrive at the lightship along with the yachts was the committee tug Navigator. She ook up a position south of the lightship

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the signal letter "D," indicating a trian-

ular course, ten miles to a leg. By 10 o'clock the skirmish line of the excursion fleet was sweeping around the Hook. It was the usual fleet of miscellaous craft, showing almost every type of vessel from noisy little tugs to sea-going passenger ships, while palatial steam yachts, fluttering streams of buntrolled along side by side with big wheel excursion steamers.

The Erin was well to the front of the t, with a distinguished party aboard e big dent in her port quarter made by revenue cutter Gresham in collision a coat of green paint covered all Her marks of the accident.

uting them as she went by.

VIEWED FROM THE UNITY.

nessed From the Tug Boat.

ON TUG UNITY, OFF SANDY HOOK was more hair-lifting than that of either of the two previous starts, and, from the and to the windward. At 1:47 the yachts the sloops swept slowly but grandly over the line, both Captain Barr and Captain Sycamore used all the shiftiness and made the turn sharp tactics of which each is thorough Columbia began gaining and at 1:57 had losed up on Shamrock. At 2 o'clock the on their heels, dog each other's trails in challenger appeared to be about 100 yards marvelously narrow circles, and cut ahead and to have the windward berth.

with jealous rivalry. Both boats were making for the first stake on this starboard reach and Colum-bia, though apparently astern was holding by a few feet of grace from seeing the skipper of the Irish yacht take both the windward berth and the first step across the line. Up to the moment he crossed

thoday's contest.

The Columbia's crew was piped to breakfast shortly after 7 o'clock, and, judging by the length of time the men were below decks, the racing excitement must give considerable impetus to a sailout beginning for the race. Columbia on the same tack was several hundred yards in Shamrock's wake behind the line. It lacked but a few minutes of the time for the starting gun. Captain Sycamore jibed and rounded the committee boat to southward. He came about, hugging the committee boat so as

Barr made repeated attempts to work in under the Shamrock's lee and get the windward berth. Barr succeeded in slipping through in the windward berth just after the starting gun was fired.

The Start.

The official time of the start as given

this morning.

The Cunard Line steamship Servia

toward the neighborhood of the Cup racers this morning.

The Cunard Line steamship Servia

toward the neighborhood and into her course again. This brought her over the line at 11:00:22, just twelve seconds behind the Columbia, which, of course, had the

A WAGER ON COLUMBIA.

New Yorkers Offer Ten Thousand to Four Thousand on the Defender. NEW YORK, Oct. 1 .- McIntyre & Mar of \$10,000 to \$4,000 on the Columbia and Sir Thomas signaled back: "Thanks. have more money to place the same

TO GREET ADMIRAL JOHNSON.

Sampson's Successor Will Re Welcomed at Boston on Thursday. BOSTON, Oct. 1.-Rear Admiral Morti

sume command Thursday morning Admiral Johnson's first order was to report here and take charge tomorow,

the canvas filled out and the yacut got ander way, shaking off her tow.

While the big sheet was being hoisted, a man was sent aloft and worked standard worked standard to o'clock Thursday. ing in the jaws of the gaff, seeing that all the tackle was kept clear. The new that is considerably lighter than the one full dress at the commandant's office at that hour to greet the new comand when the formal introductions will be

can Savings Bank, Justice Hagner today named Charles Francis Carusi and Alexander Wolf addi tional receivers to represent the depos nal order Tracy L. Jeffords and Conrad ormer representing the interests of Nich-las T. Haller, a stockholder, and the latter the corporation. The receivers are required to give a joint bond of \$75,000.

When the matter was called up Conrad

filling that additional receivers should stances, believed such action right and

A VETERAN PILOT DEAD.

Thomas Murphy Expires on Board the Allianca.

NEW YORK, Oct. 1.-Thomas Murphy me of the oldest Sandy Hook pilot antine at 12:20 o'clock this morning Murphy boarded the steamship off the Scotland lightship early last night and brought her safely to anchor off Quaran tine. Later he retired to his stateroom While coming up the lower bay, he com-plained of being slightly ill but did not regard the attack as being serious. He was about sixty years of age and resider

CAPT. SIGSBEE A WITNESS

Commander of the St. Paul Before the Court of Enquiry.

> Interrogated Closely Regarding a Report to Schiey About the Spanish Fleet-Admiral Evans Tries to Reconcile Conflicting Reports and Distances-Admits That He. Too, Was Anxious About Coaling.

Capt. Charles D. Sigsbee, who com anded the scout St. Paul in the Santiago ampaign, was called to testify before the Schley Court of Enquiry this afterno Rear Admiral Robley D. Evans conclud d his testimony, begun yesterday. He came somewhat confused in explaining stances during the battle of Santiago and at one time made the lowa steam our miles in six minutes, and then endeavored to explain the contradiction. He emphatically denied that he had made the statement that he thought it was the Texas instead of the Brooklyn which

Captain Lemly Excused.

Owing to the death of his sister in Vinston-Saiem, N. C., yesterday, Captain Lendy, the Judge Advocate, was excused when the Court convened this morning. The matter was brought to the attention

The case was continued with Mr. Hanna the Merrimae, was called to the stand and made a few unimportant corrections in his testimony of yesterday.

Capt. Theodore F. Jewell was then re-He said he desired to make no changes in his evidence as printed. He

Admiral Evans Makes Denials. Rear Admiral Evans, who was upon the stand yesterday when the adjourn-ment was taken, was then called, and his cross-examination was continued by Mr.

omitted yesterday, in regard to the code of signals. At the time Captain Chad-wick gave you the information regarding he code of signals established with the

Municate tims to conversation with No. sir.

-No. sir.

-Did you have a conversation with nmodore Schley on July 4 between 8 12 o clock on board his flagship, in course of which you said substantial or the six of the six

th of M?

o not remember having been
the Brooklyn on July 4. I did
talk with Commodore Schley
direction in which the vessels
ded. As to the conversation
say anything of the kind,
othmated that Philip turned to

away.

—Did you have a conversation with

at the same time or at any other

e in which you used language subutially as follows: "I shot the bow off

Pluton, the stem off the Furor, put
helm to starboard and raked the Te
t, and knocked out the Viscaya?"

—I did not.

In answer to questions regarding the attack on the Colon on May 31, the witness said that Schley had said to him that he felt the country held him reand that the ships should not

Q.—Were not the commanding officers of the squadron all ordered on board the flagship Brooklyn by signal on the morn-ing of May 27 after the Colon was dis-

and batteries with ships, him of my experience at the pressed to him the opin-not worth while to risk he shore batteries alone; under conversation the changed, and we would se fire from the batteries at the enemy's ships. I modore Schley remarked we left that he felt that in the presentable; that in not be risked under the riese until the Spanish nect.

She was heading at about right angles to the Texas. Mr. Dieuaide then read this extract from his notes: "9:50, stop both engines, helm hard a starboard."

Mr. Hanna—Who gave that order? A.—Captain Philip.

Q—Where was the Brooklyn when that order was given?

A.—I presume that the Brooklyn was right in front of the Texas. I saw her a moment later.

Mr. Rayner objected to the representative of a New York paper testifying as

dy," but added words indicative of his ention to attack them as they came

Vere these movements not the same Brooklyn. se Issued by the commander-in-

A.—You have not given any indication of a plan of battle in what you have read. The Sampson and Evans Reports. Mr. Rayner read from the report of Ad-

miral Sampson as follows: "The Vizcaya was still under the fire of the leading ing the chase and soon passed beyond the range of the leading ships, the Vizcaya was soon set on fire and at 11:15 she turnd in shore and was beached."

Mr. Rayner-Now, I want to read from

re and ashore, this vessel (Iowa) con Q.-Now the commander-in-chief says

caya struck her colors at 11:15 and port says it was 10:30. Which is A Mathematical Taugle.

At what speed were you going' Q.—What was the distance of the Quendo from the Vizcaya at that time? A.—About eight miles, I judge. Q.—Then going at nine and one-half B. & O. Week End Country Trips.

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an hour, how could you have pass-e Oquendo at the time your report you did at 16:36 and reached the ya when your report says you did,

Well, 'hat report says we arrived e vicinity of the Vizcaya. West d you think that expressed? Rayner—Well, I will take your word

swer to this question which was not

Relative Positions of the Ships.

position of the ships on the morning hings, that the Brooklyn was ahead of he Oregon. Further on, in answer to ther questions, Admiral Evans said that on July 2 the lowa fired at the batteries ing gear of her guns became disabled. -Were you obliged to withdraw from engagement on July 2? -No; she stayed in until everyone

the naval intelligence office. I had never been ashore.

Q.—Did you ever make any statement? I will read from your book, admiral, but I can't say that in my question. Did you ever make a statement that during the night we (the ships of the squadron) steamed slowly back and forth closing in somewhat by daylight?

A.—Yes; I said that by daylight the squadron headed inshore. That is why I say we were further out at night than in lay. We followed the Brooklya in in the morning.

norning.
Q.—But you said yesterday that the dif-erence was not material?
A.—Well, it was not, although we were little further out at night. Evans Anxious About Coaling. Mr. Rayner asked about coaling the hips. The witness said, generally speak-

ng, the conditions for coaling were good. We sailed continually from June 1 to July 3," he added.

Q.—Were you not worried and anxious about coaling your vessel off Santiago?

A.—I was not worried; I was anxious.

Q.—Did you not say that when a coaling station was established near Santiago that you felt relieved, and that a great burden had been lifted from the commander-in-chief?

A.—That was because of the smaller ships, particularly the torpedo boats.

Mr. Rayner asked about certain reports of signals and lights seen at sea but 3," he added.

Shots From Shore Batteries.

January 2. During the bombardment on May did your ship go in far enough to delop the batteries fully?

A.—We were within 10,000 yards of some the batteries. We were nearer some them than others.

signals and lights seen at sea, but

The witness explained the position of the batteries and added that the ships were closer to some of the batteries than

were closer to some on the batteries than they were to the Colon. Q.—Could you see any of the guns? A.—We could see two guns in the bat-tery on the west, projecting up over the oreastworks. They fired at us. Q.—Did any of these shots fail near the "Two of them came near the Iowa.

"Do you remember a signal from the hip: "Do not go in any closer?"

I find it in the signal book. That is know of it.

Mr. Hanna:

appeared: We were to follow the signals of the A Correspondent's Battle Notes. Thomas M. Dieuaide, a representativ

dmiral Evans. As a newspaper corre-pondent he was on board the Texas in o the bridge on the morning of July 1 then the alarm was sounded and was here as long as Captain Philip was. He hen went with Captain Philip to the lowbridge and stayed there until the bat-

collect what took place of the commanding offi-9:35 Cervera coming out," Followed by

The witness said he saw the Brooklyn, for the first time after the battle began, ten to fifteen minutes after the general ten to fifteen minutes after the general alarm. The Brooklyn was off the port about the Spanish fleet?

Mr. Rayner: Just a moment. The wit-

aftention to the stateMcCalla of the Maroleonference. He says that
the was merely giving notes from
ranges announced. Mr. Rayner thereupon
withdrew his objection.
The next note read by Mr. Dicuaide

Mr. Hanna asked him to tell how far and the witness said he thought that the Brooklyn was not a quarter of a mile away at the time he saw her. He explained that he was just aft of the conplained that he was just aft of the conning tower at the time, where he could hear Captain Philip's voice, and he had written the notes there. Then he went around to the port side, he said, to ask a round to the port side, he said, to ask a round to the port side, he said, to ask a round to the port side, he stanged, and Captain Philip's voice, and he had been decided upon.

J. S. Dean, of Marion, Kans, will succeed I. E. Lambert, who received his appointment of a district attorney in Kansas has at last been decided upon.

J. S. Dean, of Marion, Kans, will succeed I. E. Lambert, who received his appointment of a district attorney in Kansas has at last been decided upon.

A. A. Sellhausen, of counsel for Mr Rodney, appeared before the court to as for an extension of time for the taking the country of the control of the succeed of the country of the country of the allegations made by her. out.

Q.—Do you recollect that?

A.—I recollect it perfectly.

Q.—Then there was a plan of battle arranged by Schley, was there not?

A.—There is nothing in what you have read to indicate that.

Q.—Were these movements not the same

Philip and Lieutenant Heilner, the navi-

By Admiral Dewey: Philip give any order to back the engines? - I did not. I turned away then. - You would have heard it, would you You seem to have heard everything

A.—Oh, no; I did not hear everything. Mr. Rayner—Now, I want to read from to a question as to whether he saw the Oregon and the Iowa during the bat-25 the Cquendo and Maria Teresa on the the witness answered in the affirmaive. The Iowa, he said, was abaft of the Cotober 22, were received by the President at 3 o'clock. Henry G. Davis, of West ship and passed the Texas between that Virginia, was not present having been de Cross-examined by Mr. Rayner, Mr.

Serious-McRae Press Association.

A.—Yes,
Q.—When did you write it?
A.—During the chase of the Colon,
Q.—I want you to produce that paper
that we can see if that story contain

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anything of what you have here testi-A.—I can tell you right here that it doe

Captain Parker, of Admiral Schley counsel, tried to make it appear that the witness had said that Captain Philip had rdered the helm hard a-starboard Witness—Well, we were within four miles of the Vizcaya at II

Texas, but Admiral Dewey interrupted to Mr. Rayner—I read from your log: "At thing of the kind. The official reported to the came up abreast of her" (Vizaya). How could you have made four liles in six minutes."

why he had not mentioned these things in his report Mr. Rayner objected to the question, on the ground that the wit-ness had stated that he had written the eccount of the day's battle and had no mentioned it then. He maintained that

Wanted His Report to Be Nice. After a lengthy argument between Mr. Rayner and Mr. Hanna, in which the former declared that this was not an im-peachment of the witness, Admiral wey overruled the objection and Mr

omissions.

-No: she stayed in until everyone had withdrawn.
-Did you know anything about the ngth of those batteries?
-Nothing except what I learned from naval intelligence office. I had never naval intelligence office. I had never so many words, asked me not to. He said to me on the afternoon of the battle:

'Make everything nice for everybody.' At 'Make everything nice for everybody.' At the same time I did not want to write it myself. It was in time of war and I did

> By Mr. Rayner: Q.—How did you make it nice? A.—By not saying anything about it. The witness said he could not remember what he had said about the Brooklyn in

his report of the battle.

He was then asked if he had written a report that appeared in the "New York

for the headlines. Mr. Hanna objected to the introduction of newspaper articles, and after some legal argument it was agreed that Mr. Dieualde should bring the story of the battle to Mr. Rayner, who expressed his

from he said he had fallen in with the Flying Squadron on May 15, twenty or twenty-five miles off Santiago. He had received at Cape Haitlen from the department word to the effect that the Spanment word to the effect that the Spaniards were supposed to be at Santiago and was directed to go there. He was the first to reach there. The Yale, Harvard, He told of Colonel Heistand calling upon the word to the effect that the Spaniards were supposed to be at Santiago and Waltoney General Boyd had discussed the subject of organizing the hemp concern. He told of Colonel Heistand calling upon the word to the wall beparation.

e entrance, Did you make any examination of

Were you fired upon? How long did you remain? Eight days and eight nights.

No Confidence in the Pilot. Did you have on board a pilot? On the morning of May 26 we receiv-local pilot sent by the United States ul at Kingston for Commodore

y?
Did he give you any information cting the harbor?
He gave his opinion that the Spanhilps could not get into Santiago: vessels larger than 4500 tons had entered the harbor. Afterward he field his statement and said they tget in, but only by using tugs.
Did you have any confidence in

No. I was not so sure, particularly the letter which he had did not bear real of the consul at Kingston.

When you appreached the squadron you go on board the flagship?

A.—I knew nothing positive about the branish fleet at that time. I reported the dutation generally to Commodore Schley, reported by orders. I also reported the condition of the weather, for record, for everal days previous. I told him where saw the batteries and also about the dilot,

THE TRANS-PACIFIC CABLE.

'he question was not pressed.

President Roosevelt Discusses the Matter With the Cabinet. was discussed in the Cabinet meeting this grants at Honelulu, Guam, and Manila.

During the discussion today the Presinated Attorney General Knox to court, under the rules, could not enteron the proposition to lay a cable from San Francisco to Manila. The President expressed his great interest in the build-the alimony reduced on the ground that

pointment through ex-Senator Baker of Kansas. Senator Burton, who defeated Baker in one of the hottest Senatorial "and Captain Philip said: 'Look at that fellow going out to sea.' Nobody was on ment of B. H. Tracy, but after a prolong ection of Mr. Dean was speedily decided

Secretary Long attended the Cabinet meeting, having just returned from Mass-achusetts. The absentees were Secreta-ries Hay, Root, and Gage. Mr. Roosevelt tine affairs of the various departments.

The delegates to the Pan-American Congress at the City of Mexico.

The remaining delegates are W. I. Bu-Dieuaide said that he was on the Texas chanan, Iowa; Charles M. Pepper, Disturing the war as representative of the trict of Columbia; John Barrett, Oregon; and Volney W. Foster, Illinois. The inbefore their departure on October 12 will | tion in the future, when the info be signed by President Roosvelt. A for mal meeting of the delegation was held this morning and general plans discussed. The delegation will go to the City of Mexico on a special train, together with a large number of delegates from South American countries. At St. Louis the del-egates will be entertained by the officers the Louisiana Purchase Commission.

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## PROBING THE HEMP CASE

Major Hawks Continues His Testimony Before the Committee.

Decision to Summon L. B. Jackson, the Chicagoan, Who Is Said to Be Involved in the Alleged Philippine

Combine -Examination of Witness

cond session of the Manila hemp enuiry was begun in the committee room f the Senate Committee on Military Afairs at the Capitol, Major Hawks was illowed, at the opening of the court, to esume his testimony where it had lopped at adjournment yesterday after-

After some discussion the committee deided to summon to the court L. B. Jackon, the Chicago promoter, whom Major lawks stated in his testimony of yesterlay, had been introduced by him to Lieuenant Colonel Heistand in the War Department, and have Mr. Jackson testify. elative to the organization of the hemp

Upon resuming his testimony Major Hawks offered as evidence correspondence which had passed between Mrs. Heistand and himself, Colonel Heistand having declared in his reply to the charges preferred against him by Major Hawks that Major Hawks "even had the adelicacy to take advantage of my abwhat he had said about the Brooklyn in his report of the battle.

He was then asked if he had written a report that appeared in the "New York Sun" under the headline: "It was Schley's Victory."

Heistand's charges regarding his (Hawks') action toward Mrs. Heistand might be disproved. Major Hawks con-tinuing, testified that he and Colonel Heistand, by agreement, had decided that the capital stock of the Munila Rope Company should be \$159,000, of which, Ma-jor Hawks stated, both he and Colonel battle to Mr. Rayner, who expressed his intention not to offer it in evidence if he found nothing important to the case in it.

Sigshee Takes the Stand.

General Corbin was to get about the secretary Meikle-john, Assistant Secretary Allen, and Assistant Attorney General Boyd were to stand the same also the law firm of Heistand were to receive \$40,000 each Capt. Charles D. Sigsbee, who commanded the scout St. Paul, then took the witness stand. In answer to formal questions he said he had fallen in with the Minneavolls came afterward.

Min Hanna:

- While you were before Santiago did see anything of the batteries?

- I saw some batteries east and west

Major Hawks then showed to Senator -Nothing special. I could not see hing of them. I was close to the neer, but could not make out the A prospectus of the company organization was read by Senator Burrows, stating the capital of the company to be organized was to be \$1,000,000. The prospectus is a bulky document and pertains strictly to the manufacture of hemp in Manila and the importance of the hemp industry in the commercial world. The advantages of erecting a hemp factory in the Philippine Islands was thoroughly discussed in the prospectus, and the reading of it was listened to attentively by the court, Correspondence was read which passed between Samuel J. Watson machine manufacturer, and Mr. Skydrick. an expert in Manila hemp, who at one time erected a plant in Mexico for the

> Senator Burrows-Were there any suberiptions to this stock?
>
> Major Hawks—There were no actual subscriptions, but many promises

a single man for his subscription, al-though it had been promised. Colonel Heistand, he said, was familiar

himself and Mr. Watson, he was sure, RODNEY ALIMONY CONTINUED.

The Court Holds It Cannot Be Reduced Pending a Payment Due, Justice Hagner, sitting in Equity Court No. 1, yesterday, decided that Lieutenart ommander Robert Burton Rodney must

may his wife, Margaret E. Rodney, ali-mony during the pendency of her suit for imited divorce. The matter came up this orning, on the motion of Mr. Rodney's counsel, Dewees & Dewees, asking that he amount of alimony, \$45 per month, be reduced. When the court ordered the payment of alimony to Mrs. Rodney it stipulated that the amount should be paid in semi-monthly installments of \$22.50 on norning. Several corporations have re-bently made overtures to the Government the 2d and 18th of each month. The last

A. A. Sellhausen, of counsel for Mrs. Rodney, appeared before the court to ask for an extension of time for the taking of testimony. The court stated that he should file affidavits showing c

DISAPPROVE CHINA'S PLAN.

The Collecting of Indemnity Money Abroad Not Viewed Favorably, PEKING, Oct. 1.-There is an increasolan of the Chinese to send commis to the various Chinese colonies through-out the world to collect funds to aid in paying the indemnity to the foreign Pow-

ers.
Five of the Ministers chiefly concerned have apparently disposed of the matter by stating, in reply to Li Hung Chang's request that they issue passports to the commissioners, that they have not the power to issue such documents except to itizens of the countries they repres scheme involves blackmail and persecugained by the commissioners would enable corrupt authorities to force endless contributions.

The Japanese Minister has asked Li Hung Chang for further information on the subject. M. Beau, the French Minister, has notified the Governor of Indo-China of the intentions of the Chinese. Admiral Kempff arrived yesterday to onsult with Minister Conger.

Flynn's Business College, 8th and K.

Suburban Cottages Constructed